



LETTER OF AGREEMENT

**BETWEEN THE GANDER OCEANIC FIR AND THE MONCTON
AND GANDER DOMESTIC FIRs**

EFFECTIVE 2023-04-14

WARNING

Information inside of this document is intended for
flight simulation purposes only.

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Document control

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Revision Records

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1.0	2021-08-18	Initial Document	DS
1.1	2023-04-14	- Added Transfer of Control and Communications - Removal of Gander Centre split sectors	AN

Related Documents

Document Name	Document Identification
Oceanic Control SOP	EGGX-CZQX_Oceanic_SOP

1 Letter of Agreement

1.1 Introduction

From the date of this publication's issue, the following procedure changes are applicable between the Moncton/Gander Domestic FIR (CZQM/CZQX) and the Gander Oceanic FIR (CZQO), or the NAT_FSS position when this is applicable.

1.2 Oceanic Separation Minima

The standard separation minima for both Gander and Shanwick Oceanic FIRs are as follows.

- Vertical: 1000ft below FL290, 2000ft between FL290-FL410; 1000ft may be applied if aircraft are RVSM-capable, 2000ft above FL410 and 4000ft above FL450.
- Lateral: 19nm.
- Longitudinal: 15nm.

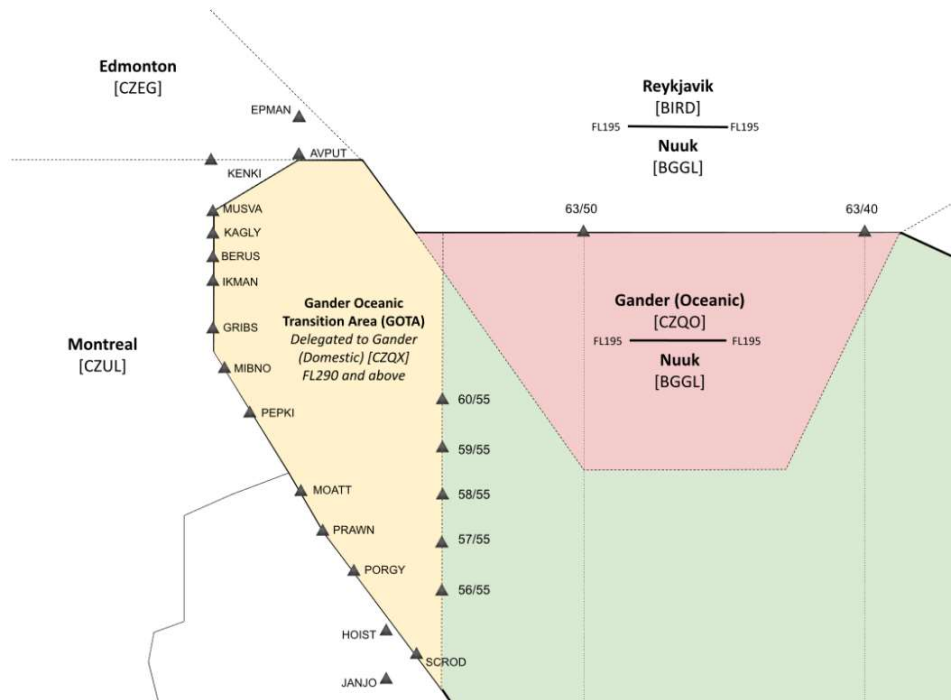
1.3 The Gander Oceanic Transition Area

The Gander Oceanic Transition Area (GOTA) comprises airspace from 6530N 060W, east to the Reykjavik ACC boundary, south to 6330N 055W, south to OYSTR, north to PRAWN and then MOATT, then north to 61N 063W along the Montreal ACC boundary, north to the Edmonton ACC boundary. The GOTA is non-radar and is covered by ADS-B surveillance.

The GOTA is operated as follows:

- The airspace defined by GOTA is delegated to CZQM/CZQX at Flight Level 290 and above (FL290 & ABV). When online, CZQM/CZQX shall assume responsibility for the traffic within the GOTA.
- Coordination is to begin shortly before the 55W boundary, in order to give the oceanic controller (CZQO or NAT) enough time to establish contact with the aircraft. CZQM/CZQX is to transfer the tag to CZQO/NAT.
- Oceanic clearances for aircraft transiting through the GOTA at FL290 and above shall be issued as normal, 30 minutes before entry into the GOTA, as specified in section 1.4.
- When CZQM/CZQX is offline, CZQO/NAT shall assume full responsibility of the GOTA.
- In case both CZQM/CZQX domestic and CZQO Oceanic or NAT_FSS are both online and the CZQM/CZQX station plans to log off, the controller on the CZQM/CZQX station shall ensure that aircraft within GOTA are established on a route and that proper coordination is performed with CZQO/NAT, before transferring aircraft to CZQO/NAT.

See graphic on next page.



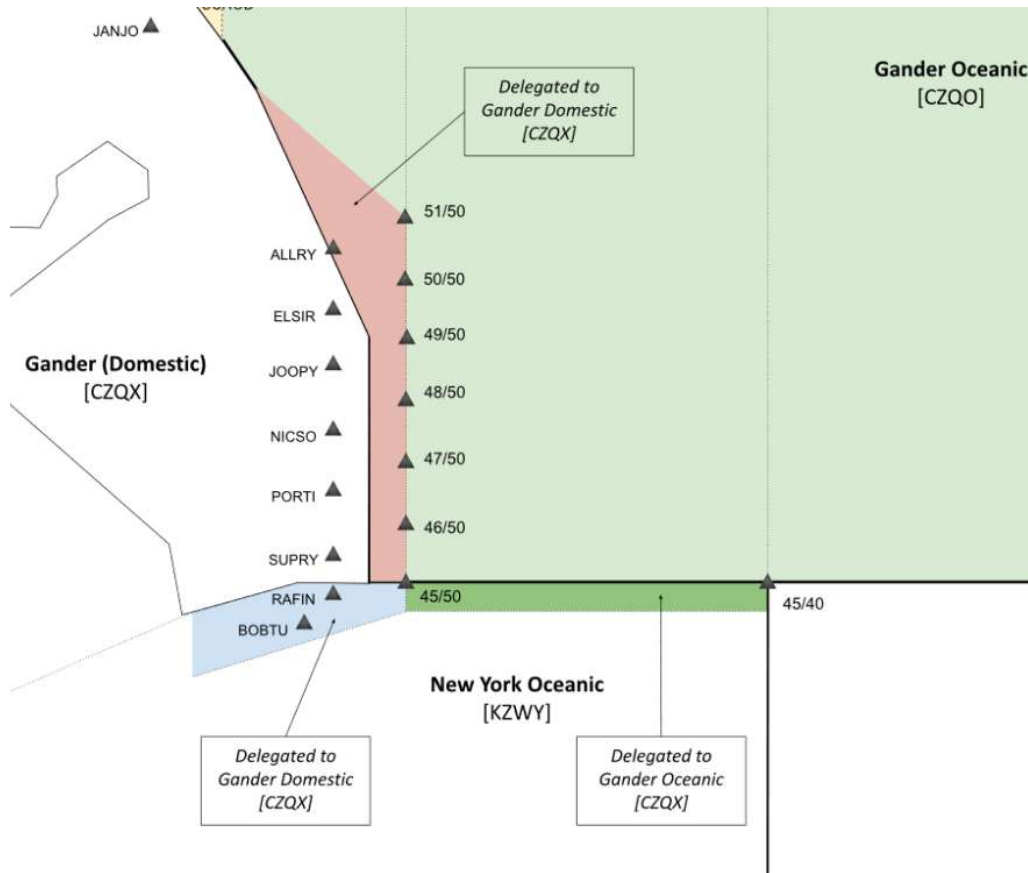
1.4 Gander Oceanic/Domestic Delegated Airspace

A part of the Gander Oceanic airspace, located in the region from 53N 054W, south to 51N 050W, south to the New York Oceanic FIR boundary (45N 050W), west to the Gander Domestic FIR boundary (45N 051W) and north to 53N 054W, is a region delegated to CZQM/CZQX above FL55.

This delegated airspace is operated as follows:

- The airspace is delegated to CZQM/CZQX at Flight Level 55 and above (FL55 & ABV). When online, CZQM/CZQX shall assume responsibility for the traffic within the airspace specified hereby.
- CZQM/CZQX is to apply separation to all aircraft within the delegated region as per the Oceanic SOP, Section 3, Chapter 5. No vectors are to be assigned to aircraft as a method of separation.
- Coordination is to begin shortly before the 55W boundary, in order to give the oceanic controller (CZQO/NAT) enough time to establish contact with the aircraft. CZQM/CZQX is to transfer the tag to CZQO/NAT.
- Oceanic clearances shall be issued as normal, 30 minutes before entry into the delegated airspace.

See graphic on next page.



1.5 Oceanic Clearances

When CZQO or NAT_FSS is offline, CZQM/CZQX may review and approve oceanic clearances for aircraft entering the Oceanic Airspace from Gander Domestic airspace, except for aircraft that will be transitioning between the Montreal FIR and the Gander Oceanic FIR (below FL290).

Such clearances may be issued either by means of voice communication, or through the natTrak website. If a pilot requests oceanic clearance via voice, CZQM/CZQX shall enter appropriate aircraft and clearance information into the Gander Oceanic Spreadsheet, accessible to both CZQM/CZQX and CZQO/NAT controllers.

During normal day-to-day operations, CZQO/NAT controllers **must** ensure that CZQM/CZQX are aware of any restrictions or changes that are placed on oceanic clearances for aircraft. Thus, the controller responsible shall inform the controller, either via VATSIM's means of private communications, or via Teamspeak, informing and explaining the restrictions put in place.

2 Stations List

2.1 Gander Oceanic (CZQO) Stations

- CZQO_CTR 8.864 131.700 (CZQO Primary)
- NAT_FSS 5.649 131.900 (NAT Bandbox – covers CZQO bandbox, if CZQO is offline)

During events, the following split-positions may also be used during events and/or busy situations. The application of these positions will be pre-determined in a briefing and in case of these being used, controllers shall coordinate with each other to determine proper handoff procedures to the next sector.

- CZQO_A_CTR 3.016 131.575
- CZQO_B_CTR 5.616 131.675
- CZQO_C_CTR 2.872 131.775
- CZQO_D_CTR 4.675 131.875
- CZQO_F_CTR 13.291 131.975

In addition, when all of the above stations are offline, the Gander Oceanic sector may be staffed on a bandbox basis by Gander Radio (NAT_FSS) on 5.649/131.900.

2.2 Gander Domestic (CZQX) Stations

- CZQX_CTR 132.100 (Gander Centre Primary)
- CZQM_CTR 132.200 (Moncton Centre – consolidates Gander Centre when offline).

Additional Gander Centre sub-sectors may also be used during events and/or busy situations. Sector splits will be coordinated as required.

2.3 Transfer of Control and Communications

Transfer of Control must be initiated at least 20 to 30 nm for ADS-B equipped aircraft, or 10 to 15 minutes for non-ADS-B equipped aircraft before it reaches the respective FIR boundaries.

**For the purposes of simplicity and VATSIM – All modern aircraft shall be considered ADS-B compliant unless the aircraft's flight plan or pilot indicates otherwise.*

Unless otherwise coordinated between controllers, the preceding controller shall first initiate a tag transfer to provide the next station with the relevant aircraft information. The preceding controller then, shall ensure that the next controller has accepted the tag before transferring voice communications to the next station.

It is acceptable to instruct the aircraft to contact the next position over a specified fix after the tag-transfer has been accepted.

The content of this LoA has been accepted and authorised by:

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